



United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Port Murray Historic District

other names/site number N/A

2. Location

street & number Karrville, Rockport, Cherry Tree Bend roads
Port Murray Road (Main Street), Hoffman, ^{NA} not for publication

city or town Mansfield Township vicinity

state New Jersey code 034 county Warren code 041 zip code 07865

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

James F. Hall (James F. Hall) 4/26/96 (04/26/96)
Signature of certifying official/Title Date
Assistant Commissioner for Natural & Historic Resources/ DSHPO
State of Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

- entered in the National Register. See continuation sheet.
- determined eligible for the National Register See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register.
- other, (explain:)

Edson R. Beall Signature of the Keeper Date of Action 6/7/96

Entered in the
National Register

Port Murray HD
Name of Property

01713311

Warren Co., NJ
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply)

Category of Property
(Check only one box)

- private
- public-local
- public-State
- public-Federal

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
82	18	buildings
7	0	sites
12	4	structures
0	0	objects
101	22	Total

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

1 Morris Canal

6. Function or Use

Historic Functions

(Enter categories from instructions)

DOMESTIC/single dwelling

RELIGION/church

DOMESTIC/secondary structure

COMMERCE/TRADE/general store

COMMERCE/TRADE/blacksmiths' shops

TRANSPORTATION/rail-related

TRANSPORTATION/water-related

Current Functions

(Enter categories from instructions)

DOMESTIC/single dwelling

RELIGION/church

DOMESTIC/secondary structure

7. Description

Architectural Classification

(Enter categories from instructions)

OTHER: Victorian vernacular

LATE VICTORIAN/Italianate

LATE VICTORIAN/Second Empire

Materials

(Enter categories from instructions)

foundation stone

walls weatherboard; shingle

aluminum

roof slate; asphalt shingle

other porches with wooden turned posts; bracketed cornices

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

Port Murray HD
Name of Property

Warren Co., NJ
County and State

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations N/A
(Mark "x" in all the boxes that apply.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

COMMUNITY DEVELOPMENT

ARCHITECTURE

TRANSPORTATION

Period of Significance

1828 - c.1915

Significant Dates

1828-31

1850

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Unknown

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS): N/A

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

Port Murray HD
Name of Property

Warren Co., NJ
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10. Geographical Data

Acreage of Property 88 (not including Morris Canal) Washington NJ Quad

UTM References

(Place additional UTM references on a continuation sheet.)

1 | 118 | 506720 | 4515900 |
Zone Easting Northing

3 | 118 | 507300 | 4516100 |
Zone Easting Northing

2 | 118 | 507080 | 4516100 |

4 | 118 | 507400 | 4515560 |

See continuation sheet (10-3)

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Constance M. Greiff (revisions 3/95 by Hist. Pres. Off. staff)

organization Heritage Studies, Inc. date December 1994

street & number 60 Princeton Avenue telephone (609) 924-3235

city or town Rocky Hill state NJ zip code 08553

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.

A Sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name _____

street & number _____ telephone _____

city or town _____ state _____ zip code _____

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

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WARREN CO., NJSection number 7 Page 1

The Port Murray Historic District straddles both sides of County Route 629, known as the Port Murray Road south of the point where it crosses the Morris and Essex Railroad and as Main Street through the village. At the district's southern end it encompasses land along the west side of the railroad right of way for about 1,200 feet south of the crossing, as well as an extension of about 1,000 feet to the west along both sides of Hoffman Road. At its northern end it extends to the east and west along Karrville and Cherry Tree Bend Roads, as well as about 1,000 feet to the north along the east side of Rockport Road.

Geography divides Port Murray into two roughly equal sections. The lower village on generally flat terrain slopes gently upward to the former intersection of the canal and the roadway. To the north of this point, the grade rises more steeply in the upper village. In the core of the district, lots are narrow and comparatively deep; buildings are set close to the road with minimal side yards, giving the effect of a compact, village streetscape. Even survey #s 25, 26, and 24, which are on large lots, have relatively narrow road frontages. The exceptions are survey #s 23 and 24, which are set well back and centered on relatively large properties. At the periphery of Port Murray, south of the railroad and at the north end around the junction of Main Street with Karrville, Rockport and Cherry Tree Bend Road, the streetscape becomes more open, as a transition between dense village development and countryside. Especially at the south and west, there is a sense of the open country that once surrounded the village.

Remnants of the canal and the continuing presence of the railroad are reminders of Port Murray's origins as a node on an important transportation corridor. Along the eastern edge of the boundary of the upper village, the canal basin (Block 1603, Lot 23.02) and a small section of the canal remain watered and the towpath survives as a private road. The towpath also is visible on the west side of the road where Main Street crosses the former path of the canal.

The railroad tracks skirt the southern boundary of the lower village. Although the line is still active, Port Murray is no longer a stop. Nevertheless, the station (#69) remains standing and currently is being restored by volunteers. The station, along with three rowhouses (#67), built for dairy workers at the turn of the century, forms an informal plaza at

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the foot of Hoffman Road. Unfortunately, the effect is somewhat spoiled by the placement of a trailer, used as the Post Office, on this green.

With few exceptions, the buildings of Port Murray are frame, two to two-and-a-half stories in height, and three to five bays in width. Roofs are predominantly gabled, with ridges parallel to the road, although a few examples present gable fronts.

Dwellings for the most part fall into the category of vernacular architecture. Generally they are three to five bays in width, with simple rectangular or L plans. Because the lots are narrow, wings or additions, where they exist, tend to be set to the rear.

With a few exceptions, architectural elaboration is minimal, confined to bracketed cornices and porches with turned or chamfered posts. Where high-style elements exist, they reflect styles popular in the second half of the 19th century. Even the Baptist Church was built in meeting house form as little more than a rectangular box, in this case with its gable end to the street. The added belfry and porch are in a simplified version of the Shingle Style.

In the lower village, most buildings are simple in form and rectangular in footprint, with minimal decorative trim, generally confined to porches and cornices. The buildings of the upper village are more varied. Several houses are larger than those generally found in the lower village; a few can be classified as high-style. There are some present and former commercial buildings, as well as public buildings. The latter include a former school and two churches. The upper village is also characterized by numerous large trees along the roadside.

Important buildings or complexes in the lower village include the group associated with development of the canal in the district's southwest corner (#1). Another important complex is the grouping of buildings and sites associated with the railroad in the vicinity of the station (#69), the station itself, the hotel (#20) and the site of the coal tipple (#66). One of the larger dwellings is the J. Cyphers House (#15). Basically this is a conventional central-hall Georgian plan with rear wing. However, the amplitude of scale, double-

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leafed door, central double window with segmental pediment and the generous bracketed cornice suggest Italianate influences. The stylistic definition undoubtedly was stronger before removal of the porch.

Most of the high-style buildings are in the upper village. Italianate ornament characterizes the McCrea House (Methodist Parsonage) (#25) opposite the McCrea-Forker Store. In addition to a bracketed cornice, this has a boldly detailed porch, with posts with prominent caps and elliptically-arched frieze boards. The adjacent Dr. Cox House to the north (#26) is a classic Franco-Italianate dwelling with intact detailing. Further north, but also on the west side of Main Street, is the Judge James Somerville House (#34), which began as a relatively simple, side-hall dwelling, marked by a bracketed cornice, but was expanded to the rear in the Queen Anne style, with a polygonal turret and bay. A striking feature of this property is the large carriage house, also in Queen Anne style.

On the east side of Main Street, the McCrea-Forker store (#63) probably originally was a simple vernacular building. When it was expanded, it received some architectural embellishment. An old photograph shows a lantern or belfry over the gable-end section facing Main Street. The store front has an Italianate porch and bracketed parapet. Just north of the store, the Methodist Church is an eclectic mix of Gothic detailing with Shingle Style massing. Two buildings north of the church is one of the key buildings in the village. This was the house of William Ramsey (#60), probably built by him about 1855. Its decoration, especially the idiosyncratic jigsawn verge boards, may be somewhat later. From about 1860 to about 1880, he occupied himself "in improving his real estate and beautifying his home, which, in point of attraction, within and without, vies with well-appointed places in our cities."²⁷ Like the Somerville House, this has a notable carriage house, which backs on the canal.

²⁷ Snell, *Sussex and Warren Counties*, between p. 728 and 729.

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Of the 123 buildings, structures, and sites in the district, 101 contribute to its significance (sheds are not counted). The majority of non-contributing buildings are modern garages or other accessory buildings.

In addition to the properties listed below, the district contains other remnants of the Morris Canal, which is already listed on the National Register.

*

Property #: 1**Block and Lot #: 1601, 1 and 2****Date: c. 1830-50****Source: Style and local tradition linking property with use as canal store, smithy and warehouse****Description: Main house is 2 1/2 stories high, 3 bays wide and 2 rooms deep, of side hall, 2/3 Georgian plan. To the west is a 2-story, 2-bay wing. Both sections have rubblestone foundations and clapboard siding and interior end chimneys. Sash are 6/6, except on first floor of main block, where they have been altered to 2/2. Porch across front facing canal is carried on Italianate posts.****Classification: C****Outbuilding(s): 1) Warehouse and smithy, composed of 2 sections - a) 2 stories, 5 bays, with vertical board siding, except that 1st story, facing the canal is common bond brick, b) attached longitudinally is 1 1/2 story 2-bay over 3-bay building, of clapboard over rubblestone foundation, both sections have 6/6 sash; 2) 5-bay English barn with vertical board siding, 6/6 sash; 3) frame chicken house, converted to artist's studio; 4) cement-parged ice or springhouse; 5) partially embanked cement block and frame building, now used as a garage; 6) frame privy.****Classification: 4 - C buildings 2 - C structures**

28 Sheds were not counted.

* Unless otherwise specified, all roofs are gabled.

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Property #: 2
Block and Lot #: 1601, 3
Date: 1st half 19th century
Source: Appearance
Description: Small, 2 1/2 story 3-bay I house with rear ell. Synthetic siding over rubblestone foundations, 2/2 sash.
Classification: C Despite changes in materials, possesses integrity of form and setting.
Outbuildings(s): N/A
Classification: N/A

Property #: 3
Block and Lot #: 1601, 4.01
Date: 1980s
Description: New house, connected by breezeway to garage
Classification: NC
Outbuildings(s): 1) Secondary residence with garage below; 2) new garage in form of small barn
Classification: 2 - NC

Property #: 4
Block and Lot #: 1601, 4.02
Date: Third 1/4 19th c.
Source: Style, Beers
Description: Frame, 2 1/2 stories, 5 bays across front with double-leafed central entrance with segmental-arched paired window above. Plan is 1 room deep with rear ell. Synthetic siding, 2/2 sash, bracketed box cornice, patterned slate roof in poor condition. Front and side porches have been removed.
Classification: C Despite some changes in materials, possesses integrity of form and setting.
Outbuildings(s): N/A
Classification: N/A

Property #: 5
Block and Lot #: 1601, 5
Date: c. 1875-c. 1900
Source: Beers, 1909 Sanborn
Description: Ample, 2 1/2-story, 3-bay L-plan house. side hall entry at front. Front porch with turned posts wraps around north side. Synthetic siding, 1/1 sash, new exterior chimney.
Classification: C Despite changes in materials, possesses integrity of form and setting.

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Outbuildings(s): 1) Bank barn, 3 bay, clapboard over fieldstone; 2) spring or ice house, concrete parged; 3) garage near house; 4) garage up hill accessed from Hoffman Road.
Classification: 1 - C building, 1 C - Structure; 2 -NC buildings

Property #: 6
Block and Lot #: 1601, 6
Date: 1860-1874
Source: Walling, Beers
Description: Frame, 2 1/2 front section faces Hoffman Road. 3-bay central entrance with small portico, 1 room deep. Rear ell may be earlier. 2 stories, 2 over 3 bays, with central entrance, faces southeast, interior chimney with ceramic pot at rear gable end. Synthetic siding, 1/1 sash.
Classification: C Despite changes in materials, possesses integrity of form and setting.
Outbuildings(s): Horse shed converted to secondary dwelling
Classification: C

Property #: 7
Block and Lot #: 1601, 7
Date: Mid-19th century
Source: Appearance, Beers
Description: 2 1/2 story over embanked basement, L-plan. Full basement under eastern section is rubblestone. Otherwise clapboard with slate roof, 6/6 sash. Entrance from Hoffman Road is at juncture of L. Brick chimney at north and east gables, cornice returns. Badly deteriorated condition.
Classification: C
Outbuildings(s): N/A
Classification: N/A

Property #: 8
Block and Lot #: 1601, 8
Date: Mid-19th century
Source: Appearance, Beers
Description: Frame, 2-story, 2 bay, with 1 and 1/2 story, 1-bay wing. Building is slightly embanked with full basement under larger wing. Modern German siding. Possibly an earlier house or outbuilding related to property #7.
Classification: C Despite changes in materials, possesses integrity of form and setting.
Outbuildings(s): N/A
Classification: N/A

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Property #: 9
Block and Lot #: 1604, 2.
Date: 1874-c. 1900
Source: Beers, 1909 Sanborn
Description: Frame, 2 1/2 story I house, with 1-story addition at northwest corner. Entry has been moved to east gable end. Porch wraps around east and 2/3 of north side, supported on aluminum posts simulating cast iron. Aluminum siding and 1/1 windows.
Classification: C Despite changes in materials, possesses integrity of form and setting.
Outbuildings(s): 1920s or '30s garage with 1/1 sash.
Classification: C

Property #: 10
Block and Lot #: 1604, 1
Date: 1874-c. 1900
Source: Beers, 1909 Sanborn
Description: Frame, 2 story, 3 bay, 1 room deep. Clapboard siding and 6/6 sash. Appears to have been built in 2 sections, with older 2-bay section containing entry to the west. New exterior chimney at west gable end.
Classification: C
Outbuildings(s): N/A
Classification: N/A

Property #: 11
Block and Lot #: 1602, 1
Date: 1860-1874
Source: Walling, Beers
Description: Frame, 2 1/2 story, 3 bay, I type dwelling. Siting toward southeast, perpendicular to Hoffman Road. Shed addition across rear. Exterior chimney, 2/2 sash. Parged foundation, synthetic siding. Porch across front, with columns replaced by square posts.
Classification: C Despite changes in materials, possesses integrity of form and setting.
Outbuildings(s): N/A
Classification: N/A

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Property #: 12
Block and Lot #: 1602, 3
Date: 20th century
Source: Appearance
Description: Modern ranch house
Classification: NC
Outbuildings(s): 4-square garage with novelty siding, at rear probably built for house on property #13.
Classification: C

Property #: 13
Block and Lot #: 1602, 4
Date: 1860-1874
Source: Walling, Beers
Description: Frame, 2 1/2 story, 2 bay, 1 room deep, with 1-story, flat-roofed rear ell. Box cornice with returns, 2/2 sash, hip-roofed porch. Aluminum siding,
Classification: C Despite changes in materials, possesses integrity of form and setting.
Outbuildings(s): N/A
Classification: N/A

Property #: 14
Block and Lot #: 1602, 5
Date: 1860-1874
Source: Walling, Beers
Description: Frame, 2 1/2 story, 3-bay, 1 room deep, with 2-story, shed-roofed rear ell. Set perpendicular to Hoffman Road. Aluminum siding, 1/1 sash.
Classification: C Despite changes in materials, possesses integrity of form and setting.
Outbuildings(s): 1) Modern, embanked, 3-bay garage, with living quarters above; 2) frame chicken coop
Classification: 1 - NC building, 1 - C structure

Property #: 15
Block and Lot #: 1602, 6
Date: c. 1860-1873
Source: Beers Map
Description: One of the larger houses in the lower village, this has a 5-bay, 2 1/2 story front block, 1 room deep, with a broad ell at the rear. A porch wraps around the front and the south side, up to the point where it is stopped by a 1-story, flat-roofed appendage. The front facade features a double-

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leafed door at the first level, with a double, pedimented window above it. Above this is a steeply peaked cross-gable with a round-arched window. Resting on a rubblestone foundation, the building is sided in clapboard and has 2/2 sash.

Classification: C

Outbuildings(s): At the rear of the property is a small frame, embanked barn, with a shed appendage, clapboard siding and 6/6 windows; between this and the house are a modern garage and a spring or icehouse, the latter parged with cement.

Classification: 1 - C building, 1 NC building, 1 - C structure

Property #: 16

Block and Lot #: 1602, 7

Date: 1860-1874

Source: Walling, Beers

Description: This is a frame, 3-bay I-house, with a rear wing and interior gable end chimney. Asbestos siding over a rubblestone foundation, with asphalt shingle roof. The building retains 2/2 sash; the porch has been enclosed.

Classification: C Despite changes in materials, possesses integrity of form and setting.

Outbuildings(s): There is a garage on the property, which, by appearance, falls within the period of significance.

Classification: C

Property #: 17

Block and Lot #: 1602, 8

Date: 1860-1874

Source: Walling, Beers

Description: Frame, 3-bay, I-type with rear wing. Surviving features include a box cornice, overhanging eaves and 2/2 sash. Siding is aluminum; porch has been replaced with modern aluminum or iron posts.

Classification: C Despite changes in materials, possesses integrity of form and setting.

Outbuildings(s): N/A

Classification: N/A

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Property #: 18
Block and Lot #: 1602, 9
Date: Mid-20th century
Source: Appearance
Description: Set back on a flag lot, the buildings here probably originated as outbuildings for Property #17. The residence, which gives the appearance of a small, modern ranch house, was converted from a former chicken coop.
Classification: NC
Outbuildings(s): Two surviving, largely unaltered chicken coops and a woodshed provide evidence of the former Port Murray's semi-agricultural character.
Classification: 3 - C structures

Property #: 19
Block and Lot #: 1602, 10
Date: 1860-1874
Source: Walling, Beers
Description: Frame, 4-bay facade, I-type with rear wing. Overhanging eaves, 2/2 sash. Modern alterations include picture window on south side, exterior chimney on north side, and portico.
Classification: C Despite changes in materials, possesses integrity of form and setting.
Outbuildings(s): N/A
Classification: N/A

Property #: 20
Block and Lot #: 1602, 11
Date: 1866
Source: Warren County deeds
Description: This building replaced an earlier hostelry at Port Murray, the location of which is unknown. Larger than other buildings in the lower village and conveniently located near the railroad station, it is 2 1/2 stories high, and two rooms deep, with a facade of four bays over five bays, over a high, embanked basement now used as a garage. A porch runs across the first story above the garage. Rear ell, 2/2 2 sash, 2 interior end chimneys, synthetic siding.
Classification: C Despite changes in materials, possesses integrity of form and setting.
Outbuildings(s): N/A
Classification: N/A

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Property #: 21
Block and Lot #: 1602, 12
Date: 1860-1874
Source: Walling, Beers
Description: Frame, 3-bay, I-type dwelling with rear ell. Clapboard, box cornice with returns, 2/2 sash. Enclosed porch, exterior end chimney.
Classification: C
Outbuildings(s): N/A
Classification: N/A

Property #: 22
Block and Lot #: 1602, 13
Date: c. 1860
Source: Bertland, "Little House"
Description: This is probably the house occupied in the 19th century by Aaron Bryan, Sr., and originally accompanied by a large complex of farm buildings spanning both sides of Main Street. The house is frame, 2 1/2 stories high, 5 bays across the front and one room deep, with a center hall plan. There is a 2-story wing at the rear, accompanied by two later 1-story additions. Parged rubblestone basement, German siding and slate roof. Features include round-arched gable windows and a boxed cornice with returns. Sash has recently been replaced with 1/1. There is a porch across the three central bays; although the posts have been replaced recently, a bracketed and dentilated cornice survives.
Classification: C
Outbuildings(s): Early 20th-century garage
Classification: C

Property #: 23
Block and Lot #: 1602, 14.01
Date: Mid- 20th century
Source: Appearance
Description: Modern ranch house
Classification: NC
Outbuildings(s): Modern garage
Classification: NC

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Property #: 24

Block and Lot #: 1602, 15

Date: pre-1828

Source: Bertland, "Little House"

Description: The so-called "Little House" appears on the Morris Canal survey of 1828, and may have been built considerably earlier. The land on which it stands had been owned by the Bryan family since 1803, but the location of their dwelling is not known. The building is a simple 1 1/2 story, 3-bay dwelling with a 2-room, 1-room deep plan. The clapboarded exterior reflects early 20th-century Colonial Revival alterations: a small, gabled entrance portico, wall dormers, an exterior "potato stone" chimney, and slate roof.

Classification: C

Outbuildings(s): Early 20th-century garage

Classification: C

Property #: 25

Block and Lot #: 1602, 16

Date: c. 1860-1873

Source: Beers map

Description: Built by Samuel McCrea, owner of the store on the opposite side of Main Street (#61) this was willed to the Methodist Church in 1898 for use as a parsonage. It is one of the best-preserved houses in Port Murray. Frame, 2 1/2 stories, with a 5-bay facade and center-hall, 2-room deep plan. Clapboard over a rubblestone foundation, slate roof, 2 interior end chimneys. The detailing is Italianate. Box cornice with returns and small modillion brackets, bracketed porch across front with Italianate posts and elliptically arched frieze boards, double-leafed door with lower panels formed by heavy molding and round-arched glazed upper panels, transom, louvered shutters on north side. Alterations include exterior chimney and 2/1 sash.

Classification: C

Outbuildings(s): N/A

Classification: N/A

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WARREN CO., NJSection number 7 Page 13**Property #:** 26**Block and Lot #:** 1602, 17**Date:** c. 1870-74**Source:** Appearance, Beers

Description: In 1874, this belonged to Dr. H.M. Cox, a physician. It is one of the few high-style buildings in Port Murray. In the Franco-Italianate Second Empire style, it is three stories high with a mansard roof. Of center-hall plan, it is 2 rooms deep, with a 3-bay facade. The central bay is formed by a slightly projecting pavilion. A porch with Italianate posts, and bracketed cornice and arched frieze boards fronts the entrance, topped by a small elliptical pediment. This pediment is repeated at the roof. The heavily molded, round-arched doorway is filled by double-leafed doors. Paired round-arched windows occupy the second story of this pavilion. In the bays to either side of the center are paired, round-arched, full-length windows beneath projecting, flat heads. The second story windows are single, with segmental arched heads. All windows are fitted with louvered shutters following the form of their arches. The mansard is pierced on each side by three round-arched dormers, set in scrolled frames.

Classification: C**Outbuildings(s):** N/A**Classification:** N/A**Property #:** 27**Block and Lot #:** 1602, 18**Date:** 1860-1874**Source:** Walling, Beers

Description: Frame, 2 1/2 stories, with 5 bays on first floor, 4 on second. Single-leafed center door with transom, 2/2 sash, round-arched window in peak of cross gable. Porch on Tuscan posts across front. Plan is 1 room deep with interior end chimneys; 2-story, flat-roofed rear wing with 1-story shed addition extends 1 bay south of main block.

Classification: C

Outbuildings(s): Relatively large 2-story, 3-bay barn with arched windows in first story may originally, given configuration of property on Beers map, have been part of #26. Vertical board siding, 6/6 sash, standing seam metal roof.

Classification: C

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Property #: 28

Block and Lot #: 1602, 19

Date: 1830-1850

Source: Appearance, Walling

Description: This building either was built in two 3-bay parts or was constructed as a double house. Original configuration is suggested by placement of interior chimneys, one at north gable end, the other in the center, which is the northern end of the southern section. Frame, 2 1/2 stories, 1 room deep, with 2-story rear wing. A 20th-century porch extends across the 4 southerly bays of the facade and wraps around the south side, where it has been enclosed. Clapboard siding, slate roof, 6/6 sash, "sunburst" ornament in gable apex.

Classification: C

Outbuildings(s): Embanked garage, built within period of significance, and another small outbuilding of indeterminate use.

Classification: 2 - C

Property #: 29

Block and Lot #: 1602, 20

Date: c. 1885-1900

Source: Appearance

Description: Frame, 3-bay, L-plan with side entry and 2-story bay on south side. Prominent porch with pediment, turned posts with jigsawn brackets, geometric railing and plain spindle frieze. Elaborate jigsawn ornament in gable apexes on east and north sides. Coursed stone foundation, aluminum siding.

Classification: C

Outbuildings(s): N/A

Classification: N/A

Property #: 30

Block and Lot #: 1602, 21

Date: c. 1875-1890

Source: Appearance

Description: Small, 2-story, I-type house, with 3-bay facade and 2-story, flat-roofed rear wing. Overhanging eaves and

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small, semi-hexagonal bay on south side. Aluminum siding, porch enclosed.

Classification: C Despite changes in materials, possesses integrity of form and setting.

Outbuildings(s): Cement block garage

Classification: NC

Property #: 31

Block and Lot #: 1602, 22

Date: c. 1880-1890

Source: Appearance

Description: This is the former Perry Brothers store, now used as a residence. Frame, 2 1/2 story, gable end to street, 4-bay on second floor, 2/2 sash, exterior brick chimney, shed extension on north side. A 2-story porch extends across the front; enclosed at the first story, it masks the original store front.

Classification: C Despite changes in materials, possesses integrity of form and setting.

Outbuildings(s): Privy, cement block dairy (?) with exterior chimney

Classification: 2 - C

Property #: 32

Block and Lot #: 1602, 23

Date: c. 1880-1890; late 20th c. alterations

Source: Appearance

Description: Frame, 2 1/2-story, L-plan building with 2-bay facade, 2-story semi-hexagonal bay on south side, projecting cornice with boxed eaves and gable-end returns, aluminum siding. Colonial Revival alterations include removal of porch, insertion of picture window, front entry surround and pediment over side bay, replacement 6/6 sash and multi-paned lunette in gable.

Classification: C Despite changes in materials, possesses integrity of form and setting.

Outbuildings(s): 3-bay barn, clapboard siding, slate roof, 6/6 sash; privy

Classification: 1 - C building, 1 - C structure

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Property #: 33
Block and Lot #: 1602, 24
Date: c. 1880-1900
Source: Appearance
Description: Frame, small 2-bay house with gable facing the street, 3 bays deep, 1-story addition to south side with bay towards rear. Entry is at north end of facade, with semi-hexagonal bay at south end. Aluminum siding and shutters, 1/1 sash, replaced entrance portico.
Classification: C Despite changes in materials, possesses integrity of form and setting.
Outbuildings(s): N/A
Classification: N/A

Property #: 34
Block and Lot #: 1602, 25
Date: c. 1850; major additions and alterations, 1892
Source: Walling; *Washington Star*, 4/21/1892
Description: The additions to this house, by Judge James Somerville, greatly enlarged it and changed its character from a compact vernacular Italianate mass to a sprawling, irregular plan and silhouette, with Queen Anne and Gothic characteristics. The older front section of the house is a 2 1/2-story, 3-bay block, 2 bays deep, with side entry. Bracketed box cornice with gable-end returns and overhanging eaves (brackets missing on sides). Porch wraps around front and south side, square posts with brackets supporting overhanging cornice. 2/2 sash. Large rear addition, wider and deeper than original section of house. In two sections, defined by rooflines -- middle section is 2-story with flat roof; rear section is 2 1/2-story with gable roof. On south side, junction between old and new sections is marked by two story, semi-polygonal tower with imbricated slate roof. Centered under south gable is a 1-story, semi-hexagonal bay. Projecting from the southwest corner is a 1-story wing with cross-gable. Along the north side are a later, 1-story gable-roofed addition, a 2-story, semi-hexagonal bay with bracketed cornice and pyramidal roof and a 1-story shed-roofed projection. Original sliding probably was clapboard and shingle, as on carriage house (now being replaced); present siding is synthetic; slate roof.
Classification: C
Outbuildings(s): Large carriage house to rear and north. Two gabled, 2-story sections, linked by lower middle section with

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wall dormer on north side. Cupola on front section, multi-paned sash has been replaced by 1/1. Approached by drive flanked by round, cobblestone posts.

Classification: C

Property #: 35

Block and Lot #: 1602, 26

Date: 1860-1874; altered 1900-1920

Source: Beers; appearance

Description: Although this now has the appearance of an early 20th century bungalow, it is shown as a confectionery shop on the 1874 Beers map. Frame, 1 1/2-story, 2 bay facade with side entry, small rear lean-to and larger lean-to on north side. Porch on square posts across front. Altered windows and synthetic siding.

Classification: C Despite changes in materials, possesses integrity of form and setting.

Outbuildings(s): N/A

Classification: N/A

Property #: 36

Block and Lot #: 1602, 27

Date: 1860-1874

Source: Walling, Beers

Description: This dwelling obviously was constructed in two stages, with what is probably the later, southern section set back slightly from the original part of the building.

Presently it is frame, 2 1/2 stories, with a 3-bay facade, interior end chimney, rear lean-to. The older section is 2 bays wide, with the entry in the southern bay; the newer part is one generous bay in width. Synthetic siding and shutters; replacement windows and sash.

Classification: C Despite changes in materials, possesses integrity of form and setting.

Outbuildings(s): Small barn or wagon house with vertical board siding, corrugated metal roof.

Classification: C

Property #: 37

Block and Lot #: 1602, 28

Date: 1860-1874

Source: Walling, Beers

Description: Frame, essentially 2 1/2 story, 3-bay house, 2 rooms deep, 2 interior chimneys. Numerous shed-roofed additions have given it irregular plan and silhouette. These

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include 2-story addition across rear, 1-story wing along north side, and smaller 1-story wing with front porch along south side. Also porch across central 2/3 of front, both with Colonial Revival columns. Clapboard siding, 4/4 casements, some windows altered.

Classification: C
Outbuildings(s): N/A
Classification: N/A

Property #: 38
Block and Lot #: 703.01, 40
Date: c. 1870; 1922

Source: History of Mansfield Township; deeds

Description: Aaron Bryan sold the land on which the schoolhouse was built to the town in 1870. It is possible, however, that the school may have been constructed somewhat earlier. The present building is said to incorporate Port Murray's 19th century schoolhouse in a major remodeling and enlargement carried out 1922. The original schoolhouse was a 2-story building with a rather high gable roof. It is difficult to see how this could have been transformed into the building that exists today, which does, however, preserve much of the form of the 1922 remodeling. Frame, 1 1/2 storeys, with hip roof. Four gable-roofed dormers, with prominent eaves overhangs and returns, large wall dormer at rear. Alterations include colonial Revival front door, flanked by picture windows, aluminum siding, new windows, attached garage.

Classification: C Despite changes in materials, possesses integrity of form and setting.
Outbuildings(s): N/A
Classification: N/A

Property #: 39
Block and Lot #: 703.01, 39.01
Date: Mid-19th c.
Source: Walling

Description: Frame, 2 1/2 story, 3-bay, with facade facing east, exterior end chimney. L-plan, with flat-roofed 2-story wing filling in L. Porch across front, wraps around north and

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south sides, enclosed at front. Overhanging eaves with returns and 2/2 sash.

Classification: C Despite changes in materials, possesses integrity of form and setting.

Outbuildings(s): Garage and large workshop

Classification: 2 - NC

Property #: 40

Block and Lot #: 804.02, 18

Date: c. 1830-50

Source: Appearance, Walling

Description: Frame, 1 and 1/2-story, 2 bays, with entry on east front rather than facing road. Shed-roofed 1 1/2 story wing extends beyond front of house to east 1 1/2 story rear wing with gabled roof. Porch with turned posts across front of east facade of main block, 2/2 sash, except small attic windows in south facade. Aluminum siding and shutter.

Classification: C Despite changes in materials, possesses integrity of form and setting.

Outbuildings(s): Small outbuilding of undetermined function

Classification: C

Property #: 41

Block and Lot #: 804.02, 17

Date: c. 1950

Source: Appearance

Description: Modern ranch house

Classification: NC

Outbuildings(s): N/A

Classification: N/A

Property #: 42

Block and Lot #: 804.02, 16

Date: c. 1850

Source: Appearance, Walling

Description: Sited facing south, perpendicular to road. Frame, 2 1/2 story, 3-bay facade, with interior end chimney at east, 2-story, 2-bay wing at rear with side entry. Porch on simple turned posts across front, 6/6 sash, synthetic siding.

Classification: C

Outbuildings(s): N/A

Classification: N/A

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Property #: 43
Block and Lot #: 802, 18.02
Date: Late 18th-early 19th c.; extensively remodeled in 1930s
Source: Appearance
Description: Sited facing south, perpendicular to road. Frame, 1 1/2 story, with stone, 1-story, shed-roofed wing across rear. 1 1/2 story, 3-bay facade. Clapboard siding with shingle roof with center chimney, two additional chimneys in rear wing, one bearing date "1752". Central entry with small, Colonial Revival, shed-roofed portico. Windows to either side have been replaced with paired sash, 3 small, gabled wall dormers.
Classification: C
Outbuildings(s): 2 modern garages
Classification: 2 - NC

Property #: 44
Block and Lot #: 802, 17
Date: 1828-31; c. 1835-40
Source: Deeds, road returns
Description: Frame, 2-story, 1 room deep, interior end chimneys, built in two sections. The older section to the west has a centered entry, with a window to one side and later small portico, random ashlar exposed chimney base in west facade. Later section is 2 bays, over embanked stone basement with entry, with 1-story, shed-roofed wing to east. Clapboard siding, 6/6 sash.
Classification: C
Outbuildings(s): Stone springhouse. This spring fed the basin at the boat yard, which, like this house, belonged to a member of the Bigler family.
Classification: C

Property #: 45
Block and Lot #: 802, 16
Date: 1842, belfry added 1894
Source: History of the Mansfield Baptist Church
Description: The church is a simple rectangular form, 3 bays deep with gable end to the street, a bell tower to the west end of the facade and an entry at the east end. There are three tall rectangular windows along each side and a small multi-paned arched window in the gable with a datestone beneath it. Random ashlar foundation, body of church formerly clapboard, now stuccoed. Lower stage of tower is square,

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still sheathed in clapboard, with entry on east side; capped by truncated, pyramidal, slate roof with shallow triangular dormers; belfry is square with arched, balustraded openings and pyramidal roof. Modern stone staircase structure at front entrance. Brick 1-story addition wraps around west side and rear.

Classification: C

Outbuildings(s): Embanked, 1-story, stuccoed building

Cemetery bounded by a cobbled wall with heavy concrete cap.

Classification: NC

Building #46 has been deleted because it has been moved from its original location and is located on lot 16 outside the district boundaries.

Property #: 47

Block and Lot #: 802, 21

Description: The cemetery is enclosed by a simple cast and wrought iron fence.

Classification: C - site

Outbuilding (s): N/A

Classification: N/A

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[Buildings # 48, 49, 50, which are shown on the district map, are excluded from the district. These three non-contributing buildings are the Mansfield Township Hall (#48, built in 1929, outside the revised period of significance), and two recent buildings for the fire department and the first aid squad (#s 49 & 50). A trailer occupied by the township police department also stands on the lot.]

Property #: 51

Block and Lot #: 1603, 23.01 and 23.02

Date: c. 1830

Source:

Description: This is the site of Bigler's boat yard and canal basin. Although no trace of the boat yard's structures is

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visible, the basin is still watered, as is a short section of canal behind these properties.

Classification: C - 2 sites

Outbuildings(s): N/A

Classification: N/A

Property #: 52

Block and Lot #: 1603, 22

Date: 1909-1914

Source: Sanborns

Description: Frame, 2 1/2-story, T-plan, with 2-bay front facade. Pedimented porch on Tuscan columns across front. 1-story shed-roofed wings along south and north sides of stem of T. Projecting eaves with end returns, clapboard siding, 1/1 sash. Entry in north bay has distinctive oak door with glazed oval upper panel.

Classification: C

Outbuildings(s): N/A

Classification: N/A

Property #: 53

Block and Lot #: 1603, 21

Date: 1860-1874

Source: Walling, Beers

Description: Frame, 2 1/2-story, I-type house with 3-bay facade and 2 interior end chimneys and 1 exterior chimney. Projecting eaves and cornice with end returns, porch with turned posts. Clapboard siding, slate roof, replacement 1/1 sash.

Classification: C

Outbuildings(s): N/A

Classification: N/A

Property #: 54

Block and Lot #: 1603, 20

Date: 1860-1874

Source: McCarty, Walling

Description: Frame, 2 1/2 story, sited perpendicular to street, 3-bay, rubblestone foundation, 1/1 sash and synthetic siding. East end extended by 3-bay addition of slightly lower height than main block.

Classification: C Despite changes in materials, possesses integrity of form and setting.

Outbuildings(s): Modern garage

Classification: NC

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Property #: 55
Block and Lot #: 1603, 19
Date: Possibly mid-19th c.
Source: Tradition of canal-related stable use
Description: Former canal mule stable converted to residential use. Gable end to street, 2 stories, 1-story rear shed wing. Projecting eaves, exterior chimney, synthetic siding.
Classification: C Despite changes in materials, possesses integrity of form and setting.
Outbuildings(s): N/A
Classification: N/A

Property #: 56
Block and Lot #: 1603, 18
Date: 1852-1860
Source: Deeds, Walling
Description: Frame, 2 1/-story, 3-bay, with gable end to the street, interior end chimney and added exterior chimney. Synthetic siding, 2/2 sash, except for small, modern octagonal windows in gable peak, projecting cornice with gable-end returns. Porch across front with tured posts and jigsawed brackets. Entrance has been moved to north end, perhaps at same time southern bay of porch was enclosed with 2/2 windows
Classification: C
Outbuildings(s): N/A
Classification: N/A

Property #: 57
Block and Lot #: 1603, 17
Date: 1875
Source: Belvidere Apollo, 8/6/1875
Description: Built as the Shoemakers' Blacksmith Shop, this is a long, rectangular, 2-story building, one room deep. The two southern bays are filled by overhead garage doors, replacements for the original batten doors. Each of the two northern bays has a 4-panel door with adjacent window. Four windows are regularly disposed across the second floor. Rubblestone foundation, synthetic siding.
Classification: C Despite changes in materials, possesses integrity of form and setting.
Outbuildings(s): Small, early 20th century frame garage
Classification: C

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Property #: 58

Block and Lot #: 1603, 16

Date:

Source:

Description: Frame, 2-story, 3-bay, one room deep with interior chimney at north end, 1 1/2-story rear wing; 1-story appendage added to north side. Bracketed box cornice and overhanging eaves, gable-end returns. Porch with square posts extends across front and north side, where it has been enclosed.

Classification: C

Outbuildings(s):

Classification: N/A

Property #: 59

Block and Lot #: 1603, 15

Date:

Source:

Description: Frame, 2-story (possibly raised from 1 1/2), I-type, 2 interior end chimneys and one exterior chimney. Clapboard, slate roof, 2/2 sash. Cornice with gable-end returns; porch with turned posts and dentil cornice.

Classification: C

Outbuildings(s): N/A

Classification: N/A

Property #: 60

Block and Lot #: 1603, 14

Date: 1855-60

Source: Snell

Description: This is one of the most striking buildings in the village because of the large, elaborate, jigsawn bargeboards decorating the front and side gables. It is 2 1/2 stories high, 5 bays wide and 2 rooms deep, with a center hall plan and interior end chimneys. There is a 1-story semi-hexagonal bay on the southwest side. The double-leafed front door has a fine Victorian screen door. A small, gable-roofed portico appears to be a modern replacement. Like its neighbors, this house is embanked to the rear because of the steep slope of the land down to the canal. The stone, concrete-parged basement is fully exposed at the rear below a porch. The back and sides are sheathed in clapboard, but the front has been refinished in aluminum with aluminum shutters.

Classification: C

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Outbuildings(s): Large, 2-story carriage house/stable, now used as a garage. Clapboard siding, slate roof, 6/6 sash, louvered square cupola.

Classification: C

Property #: 61

Block and Lot #: 1603, 13

Date: 1860-1874

Source: Walling, Beers

Description: Frame, 3-bay, 2 1/2 stories, with gable end facing the road. Embanked at the rear on a stone basement, now paved with concrete. Siding and shutters are aluminum. Replacement sash with clip-in muntins, but original paired, arched windows survive in the gable peak. Small, gable-roofed portico also is a modern replacement.

Classification: C Despite changes in materials, possesses integrity of form and setting.

Outbuildings(s): Modern garage

Classification: NC

Property #: 62

Block and Lot #: 1603, 12

Date: 1895

Source: The McCrea Memorial Methodist Church

Description: Basically Shingle Style, but with some Gothic detailing, the church is partially embanked on a high rubble stone foundation. The upper part is sided in aluminum, except for the prominent gables and second stage of the bell tower, which are shingled. The roof is slate; the slates on the tower are imbricated. The church is more or less cruciform in plan, with gables facing south, west and north; the fourth arm of the cross is a semi-octagonal projection at the rear. Each of the gables is occupied by Gothic-arched, stained glass, triplet windows. On the front (west) facade these are flanked by smaller, single Gothic-arched windows. There also are small Gothic-arched in each face of the rear bay. The windows of the exposed basement are 6/6 sash. Square pavilions, each with an entrance doorway, fill the junction of the front and sides. Small hoods are placed over the double-leafed doors, which have elaborate strapwork iron hardware. The souther pavilion is a bell tower. Its second stage is octagonal with louvered openings; the roof is conical. The corresponding pavilion to the north is one story in height with a half-hip roof.

Classification: C

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Outbuildings(s): Small barn at rear, with aluminum siding and slate roof.

Classification: C

Property #: 63

Block and Lot #: 1603, 11

Date: 1836, 1882

Source: Warren County deeds, Belvidere Apollo, 10/6/1882

Description: The store was constructed in three distinct sections. The oldest of these is the center, which takes the traditional form of an early 19th century warehouse. It is 3 stories high and 3 bays wide, with its gable end facing the road. The ground floor double-leafed door, with its arched, recessed panels, appears to be part of the 1882 alterations. There are loft doors in the two stories above. Sash is 6/6, with pedimental heads. The front section, because of a bend in the road, also faces Main Street. Constructed in 1882, it is 2 stories high with a flat roof. Its most prominent features is a store front with a recessed entrance set between display windows featuring large 2/2 panes. An Italianate porch runs across the store front. Tuscan post with scrolled brackets carry a projecting cornice. There are three windows in the second story with labeled surrounds; the middle window is blind and filled by louvered shutters. The facade is terminated by a bold cornice, which is actually a parapet. It features scrolled brackets framing rectangular panels and a broad overhang carried on smaller brackets. The side of this extension is five bays wide. A broad service door now is filled by French doors. Windows are 2/2. The rear addition is also 2 stories with flat roof and 2/2 sash. The entry has been altered and has large, modern sidelights and transom. Within this is an older entry, possibly moved from another building, with a door with two round-arched panels and transom and sidelights; the recessed panels beneath the sidelights are in the form of Gothic arches. Although now sided with aluminum, the building retains its distinctive wooden trim.

Classification: C

Outbuildings(s): N/A

Classification: N/A

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Property #: 64
Block and Lot #: 1603, 6
Date: Mid-19th c.
Source: History of Mansfield Township, Beers.
Description: Lime Kiln site. No longer visible on the surface, the kiln occupied the western corner of this now vacant, triangular lot, adjacent to the towpath
Classification: C - site
Outbuildings(s): N/A
Classification: N/A

Property #: 65
Block and Lot #: 701, 3.4
Date: c. 1850
Source: Construction of railroad
Description: Stone railroad culvert, through which farm lane passes under tracks.
Classification: C - structure
Outbuildings(s): N/A
Classification: N/A

Property #: 66
Block and Lot #: 1603, 3
Date: c. 1850
Source: Construction of railroad
Description: Site of coal tipple. Only remains are stone retaining wall and flattened path of siding. For further information see HAER
Classification: C - site
Outbuildings(s):
Classification:
Photo #(s):

Property #: 67
Block and Lot #: 1603, 4
Date: c. 1900
Source: History of Mansfield Township
Description: Three rowhouses, frame, 2 1/2 storey, with 2-story rear wings. Each essentially a 2-bay, 1-room deep plan with side entry and separate chimney. Replaced porches, foundation concrete parged, aluminum siding and shutters, asphalt tile roof. Oriented to drive to railroad station.
Classification: C Despite changes in materials, possesses integrity of form and setting.

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Outbuildings(s): N/A
Classification: N/A

Property #: 68
Block and Lot #: 1603, 3
Date: 1860-1874
Source: Walling, Beers

Description: Frame, 2-story, 3-bay, one room deep, with 2-story, one bay east wing, exterior end chimney. Porch runs across front (except for extreme west end) and wraps around east side. Aluminum siding and shutters, 1/1 sash. Oriented to drive to railroad station.

Classification: C Despite changes in materials, possesses integrity of form and setting.

Outbuildings(s): N/A
Classification: N/A

Property #: 69
Block and Lot #: 1603, 2.01
Date: 1909-1914
Source: Sanborns

Description: This combined freight and passenger depot was built to replace a separate passenger station and freight house, which stood in the same general area (although the freight house was across the tracks). Frame, 2-story, with projecting canopy on simple brackets on track side. Windows and doors have pedimental heads. North end was freight room, with sliding door on west side, large door on east side and single attic window. South end was passenger waiting room. Door and window on west facade, also on east (trackside) facade, where accompanied by projecting, rectangular ticket window. Formerly board and batten, now German siding. Undergoing rehabilitation.

Classification: C
Outbuildings(s): N/A
Classification: N/A

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Property #: 70
Block and Lot #: 1603, 2.01
Date: 1909-1914
Source: Sanborns
Description: Frame shed, with 4 attached metal grain storage bins.
Classification: C structure
Outbuildings(s): N/A
Classification: N/A

Property #: 71
Block and Lot #: 1603, 2.01 and 2.02
Date: N/A
Description: This open space has long been a feature of the village, a sort of "village green" for the lower half of Port Murray. The triangular area spanning both lots is identified on "Depot Park" on early 20th-century Sanborn maps. Other parts of the property were used by the railroad for open storage of logs and ties. The plot is characterized by large trees, especially lining the drive along the north aide. A trailer housing the post office is an unfortunate intrusion.
Classification: C - site
Outbuildings(s): N/A
Classification: N/A

Property #: 72
Block and Lot 1402, 5
Date: c. 1900
Source: History of Mansfield Township
Description: This is the location of the Port Murray Dairy, which started operation about 1900. Only one building remains. Constructed of cement block cast to simulate stone, with stepped wooden parapet.
Classification: C
Outbuildings(s): Foundations of several other buildings are visible.
Classification: C - site

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Property #: 73

Date: c. 1900

Source: Appearance and construction technique

Description: Railroad bridge. Constructed of riveted iron plates and girders, with a brick deck, the bridge crosses the railroad tracks at the foot of Main Street.

Classification: C structure

Outbuildings: N/A

Classification: N/A

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The Port Murray Village Historic District is significant for its association with settlement patterns, industry, transportation, commerce, and architecture. Unlike most rural New Jersey villages, Port Murray did not originate as a small commercial center serving an agricultural hinterland. Rather it developed as a service node along transportation corridors created by 19th-century technological developments: the opening of the Morris Canal in 1831 and the construction, in 1850, of the Morris and Essex Railroad through the village. Nevertheless, Port Murray shares a linear development pattern with most other rural New Jersey villages. Interestingly, this does not follow the important transportation corridors of canal and railroad, but rather the vehicular roadways. The locations of some key buildings and features do, however, relate to the canal and railroad. In the late 19th and early 20th centuries Port Murray flourished as the site of small industries, attracted by the excellent rail service and the opportunity to exploit the region's natural and agricultural resources. Although the canal ceased to operate in 1924 and the railroad no longer stops in the village, Port Murray, as the location of Mansfield Township's town hall and two churches, continues to serve as a center for the surrounding area. The majority of buildings in the village predate 1910; these are primarily residential, but also include the former hotel, two stores (one still in use as a commercial building) the former school, and two churches. Collectively these are significant as illustrations of the vernacular architecture of the region from the early 19th through the early 20th century, as well as of some of the more formal styles predominant in the second half of the 19th century.

Until the middle of the 18th century, the area that encompasses Port Murray was uncharted wilderness. In 1752, 1,303 acres of land, including the future site of the village, was surveyed for Samuel Johnson. Some years thereafter, the property was acquired by four men, George, Daniel and Thomas Reading and their uncle Martin Ryerson. The four were the sons and brother-in-law of New Jersey governor John Reading. About 1760 they established Squires Point Forge on the Musconetcong River, just south of what would become Port Murray.¹

¹ Dennis Bertland, "A Sketch of the 'Little House' at Valley Home Farm, Port Murray, New Jersey, August 1990," p. 1.

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By 1773 Garret Rapalje, a Brooklyn merchant, had acquired the forge. He was in residence when he advertised the property for sale in 1778. By this time the forge had evidently been abandoned, replaced by a grist mill. A few years earlier, an advertisement noted that the property had been divided into four farms.² This, as well as the presence of the grist mill suggests that by this time clearance of the area for agriculture was well underway.

The first settler in what became Port Murray was the Rev. Nicholas Cox, a Baptist minister, who purchased 158.5 acres, including most of what became Port Murray, in 1795. In 1803, Cox and his wife sold to John Bryan (1765-1843), whose descendants remained large landholders in Port Murray, except for a brief hiatus, until the 1930s.³ James P. Snell credits John Bryan's son, Aaron, with building the first house in the village.⁴ This probably was one of the three houses shown, along with two outbuildings, on the 1828 survey for the Morris Canal. (Figure 1) The most likely candidate is the so-called "Little House." (#24) The Taylor-Bigler House at the northeast corner of Rockport and Cherry Tree Bend Roads (#43) was built at about the same time the canal was constructed. It joined an older Barney Bigler farmhouse to the north on Rockport Road. (#43) Thus when the canal arrived, there were farmhouses in the vicinity, but nothing that could be considered a village.

The completion of the Morris Canal in 1831 initiated agglomeration of settlement near the boat basin and Incline Plane #5 and brought a measure of prosperity and slow, but steady, growth to what became Port Murray. Local families, such as the Biglers, which had heretofore depended on agriculture, obtained employment related to operation of the canal and later the railroad. The canal also spurred small-scale commercial development. A complex in the lower village (#1), adjacent to the canal and close to Incline Plane #5, included a store, blacksmith's shop and warehouse, and

² Ibid., p. 2.

³ Ibid., pp. 2-3.

⁴ James P. Snell (ed.), **History of Sussex and Warren Counties**, Philadelphia: Everts & Peck (1881), p. 726.

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obviously was intended to serve the canal. This was a good location because boatmen would leave their vessels at the head or foot of the plane. While the vacant vessels were hauled up or down the plane, the boatmen could fulfill their requirements on shore.

In 1836 Moore Furman purchased a lot at the intersection of the canal and Main Street, halfway between the plane and the canal basin, on which he erected a store.⁵ (#63) He must have built the store that year. A deed to him from Aaron Bryan, for the adjacent lot, refers to the corner of the storehouse.⁶ In the late 19th century, the store was operated by John W. Forker. According to his letterhead, this certainly was a general store, which sold "groceries, dry-goods, ribbons, dress trimmings, hosiery, white goods, Yankee notions, etc."⁷ (Forker also owned an undertaking establishment, which advertised that it could service Belvidere, Oxford, Broadway, Washington, Port Colden, Beattystown, Hackettstown and Schooley's Mountain. Its most likely location was in the same complex of buildings housing the store.⁸) When the Mansfield Township Post Office moved to Port Murray in 1867, it was housed in the store, with Forker serving as postmaster.⁹ Although Forker, and later others, operated the store, its owner was his father-in-law, Samuel McCrea, whose name appears attached to this property in the 1874 Atlas. McCrea built a 24 x 60 foot addition to the west of the old canal store in 1882; the lower floor remained a store and warehouse, while

⁵ Ibid.

⁶ Warren County Deeds, 14:85, October 1, 1836.

⁷ Reproduced in Mansfield Historical Publication Committee, *History of Mansfield Township, 1754-1964* (1964), p. 49.

⁸ When barns associated with the store were damaged by fire in 1892, the *Washington Star* reported that their contents included a hearse.

⁹ Snell, *Sussex and Warren County*, p. 726.

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It was at the first schoolhouse that a group of Mansfield Township residents met in December 1841 to form plans for building a Baptist Meeting House. (#45) The new congregation moved swiftly. It incorporated in July 1842 and held its first meeting in the new church in January 1843. The building originally was of simple, rectangular meeting house form; the belfry was added in 1894.¹⁶

By this time it undoubtedly was known that the Morris and Essex Railroad would pass through Port Murray. The railroad was chartered in 1835, but did not arrive at Port Murray until 1850. Port Murray was the only stop in Mansfield Township. The station not only handled passengers and freight. It also served as a coaling and watering facility.¹⁷

The facilities described above appear on the map published in the 1874 Atlas. (Fig. 3) It shows the village as relatively well developed by this period. The densest development was in the "upper village" along both sides of Main Street north of the canal. Another node of development, constituting the "lower village" is primarily on the west side of Main Street, extending a short way up Hoffman Road. The canal was a prominent feature, with its basin fed by a spring located to the west of the Baptist Church and cemetery. The boat yard repair shops stood at its head. There were two blacksmiths' shops, one in the upper village and one in the lower village. There also was a confectionery on the west side of Main Street (#35) The village boasted a physician, Dr. Cox, whose house (#26) was opposite the McCrea-Forker store.

In addition to buildings, the map depicts two sites related to the exploitation of the area's natural resources. One was a deposit of iron ore, belonging to Aaron Bryan, Sr., located on the east side of the canal, south of the basin, outside the village proper. The other was a lime kiln (#64), also belonging to Bryan, on the east side of Main Street south of the bend in the canal and built into the canal bank. Iron

¹⁶ One Hundredth Anniversary, Mansfield Baptist Church (1942).

¹⁷ A picture of the coal chute is in Committee, History of Mansfield Township, p. 50, while the water tanks appear on the 1874 map.

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the upper served as a public hall.¹⁰ The warehouse section later housed a feed mill.

A commercial enterprise with a direct relationship to the canal was a boat yard located at the head of the canal basin. (#51) This was founded in 1853 by James L. Bigler and Henry Shoemaker, to whom Aaron Bryan had sold the land.¹¹ The primary function of the yard was repair work, but boats also were built there. In 1874, when James A. Bigler (James L. Bigler's nephew) owned the boatyard, they launched a new boat, "The Sportsman," built for J.S. Smith. It was 38 feet long and 14 wide. Although it could be towed through the canal, it also was planned for cruising on Lake Hopatcong.¹²

Another public facility erected in response to the arrival of the canal may have been a hotel, built by William Morton in 1837.¹³ The location of this is unknown. The present building known to have served as a hotel (#19) is opposite the train station and was not built until 1866, responding to the arrival of the railroad. Aaron Bryan sold the vacant lot on which it stands in January 1866; a subsequent deed, in January 1867, refers to the corner of the hotel lot.¹⁴

More elevated community needs also were addressed. A school was founded in the vicinity in 1841. By the third quarter of the 19th century the schoolhouse stood on the west side of Main Street, just south of its intersection with Karrville Road. (#38) Aaron Bryan transferred the land on which it was built to the school district in 1870.¹⁵ The building still stands, although much altered by its enlargement as a schoolhouse in 1922 and later conversion to a residence.

¹⁰ Belvidere Apollo, October 6, 1882.

¹¹ Warren County deeds, 37:323, May 4, 1853.

¹² Belvidere Apollo, December 4, 1874.

¹³ Snell, *Sussex and Warren Counties*, pp. 726 and 728.

¹⁴ Warren County Deeds, 63:318, January 10, 1866 and 66:569, January 26, 1867.

¹⁵ Ibid., 85:367, July 25, 1870.

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mining was an important factor in the 19th-century economy of Warren County, at least until the great resources of the Mesabi Range in Michigan were discovered in 1887. There is no record of iron mining within the village. The lime kiln, however, indicates that Bryan was utilizing the area's plentiful limestone. Many farmers had their own kilns to burn lime for agricultural use.¹⁸ It seems likely, however, that the Bryan lime kiln, because it was shown on the map, was producing lime on a modest commercial basis.

The last quarter of the 19th century witnessed further growth for Port Murray. The canal gradually declined because of competition from the railroads; the railroad, however, which had become part of the Delaware, Lackawanna & Western in 1869, continued to serve Port Murray and cause it to grow.¹⁹ Nevertheless, the village remained relatively small because, in 1870, the DL & W opened a new branch through Boonton, which provided a shorter route from the Pennsylvania coal fields to the New York metropolitan area.

In 1875 the Shoemakers, who operated the blacksmith's shop in the upper village, completed a new and larger facility (#57).²⁰ The 1914 Sanborn shows the lower floor of this building serving as the Township Hall and the upper floor as Mechanics' Lodge. In the late 19th and early 20th centuries, the Perry Brothers General Store operated across Main Street from this former blacksmith's shop.²¹

Modern industry came to Port Murray in 1894 with the start-up of the National Fireproofing Co. This was formed to exploit a deposit of clay found on the Perry farm at the southeast edge

¹⁸ Committee, *History of Mansfield Township* 2-3.

¹⁹ The canal, which had been profitable during the Civil War, declined rapidly after it was leased to the competing Lehigh Valley Railroad in 1871. The state took it over in 1922 and drained it in 1924.

²⁰ *Belvidere Apollo*, August 6, 1875.

²¹ Committee, *History of Mansfield Township*, p. 50. The store was still in operation in 1964.

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of the lower village. The company disbanded in 1963.²² The Port Murray Dairy (#72), which processed milk products, including the making of cheese, was started by Miss H.L. Hurley of Hope in 1900.²³ Dairy workers are said to have occupied the triple house row-house (#67) nearby.

In 1895 the village received one of its most prominent buildings through the generosity of Samuel McCrea. This was the McCrea Memorial Methodist Church (#62). Since 1883 a Methodist Episcopal congregation had been meeting on the second floor of McCrea's store building, which he had fitted up for this purpose. Twelve years later, McCrea donated land adjacent to the store for a church, as well as making a substantial contribution to the building fund. The building was dedicated in December 1895. At his death in 1899, McCrea left his house (#25) to the church as a parsonage.²⁴

Port Murray reached its zenith in the 50 years between 1890 and 1930. Although its isolation had been ended by the arrival of the railroad, local transportation for the residents further improved when, between 1910 and 1925, a trolley line, operated by the Easton Washington Traction Company provided access to Washington and Phillipsburg.²⁵ The nearest stop was about a mile from the lower village. The tracks followed the old turnpike road (Route 57), with the terminus just south of Port Murray in Anderson. The 1909 and 1914 Sanborn maps, as well as early photographs, show Main Street solidly lined with buildings, on relatively generous lots, from the point where the road crossed over the railroad tracks in the lower village to a point south of the school house in the upper village. Although there was no electricity and no city water, the town, with its two stores, post office, two churches, hotel, school, and three doctors, as well as the township offices, clearly was the center of Mansfield Township life. This role was recognized by the construction of a Fire

²² Ibid., p. 42.

²³ Ibid., pp. 42-44.

²⁴ The McCrea Memorial Methodist Church at Port Murray, New Jersey, 1895-1945.

²⁵ Committee, History of Mansfield Township, p. 42.

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House in 1929, which formerly served as Township Hall. ²⁶ The building was donated by Judge James Somerville, who succeeded Aaron Bryan and Samuel McCrea as benefactor of the town and its institutions.

Architecturally, Port Murray reflects its roots in 19th-century rural New Jersey. Most of the buildings are of frame construction, two to two-and-a-half stories in height. Dwellings for the most part fall into the category of vernacular architecture. With a few exceptions, architectural elaboration is minimal, confined to bracketed cornices and porches with turned or chamfered posts. Even the Baptist Church was built in meeting house form as little more than a rectangular box, in this case with its gable end to the street. The added belfry and porch are in a simplified version of the Shingle Style.

A few more high-style examples punctuate the vernacular buildings. In general these reflect the Romantic Revivals of the second half of the 19th century. Styles include Italianate (#25 and #63), Franco-Italianate or Second Empire (#26) Carpenter Gothic (#60) and Queen Anne (#s 29 and 34)

A large number of surviving outbuildings contribute strongly to the historic ambiance of the village. Among these are the several accessory buildings associated with a house at the southwest end of the district (#1); a wagon house (#36); and large carriage houses at #34 and #60.

Although synthetic siding and the removal or enclosure of porches have taken some toll in Port Murray, the village still retains integrity as a cohesive district. Its density clearly sets it apart from the surrounding countryside. The interrelationships of buildings to one another and to the roads, canal, and railroad remain intact. Buildings retain their original massing and fenestration patterns; many, especially the key buildings, also retain considerable integrity of detail. The village remains cohesive because of relatively uniform setbacks and the harmony of groups of buildings set close to one another along the street. The prevalence of three and five-bay plans, gable roofs, front porches, typical late 19th century detailing, and clapboard

²⁶ Washington Star, October 17, 1929.

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siding also ties the village together visually and provides a sense of time and place. A late 19th or early 20th century visitor would have little difficulty in recognizing Port Murray today.

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Port Murray Historic District - Boundary Description

Boundaries for the Port Murray Historic District (shown on the accompanying sketch map, adapted from local tax maps) are defined as follows:

Beginning at the intersection of the east curb of Port Murray Road with the northwestern (or western) line of the right of way of the Erie Lackawanna Railroad, Morris & Essex Division; thence, southwesterly along that railroad line approximately 1,100 feet to a corner with Lot 2 on Block 1601 and Lot 4 on Block 702; thence, northwest along the southwest line of the said Lot 2; thence, northeasterly along the rear lines of Lots 2, 3 and 4.01 on Block 1601 to a corner with Lot 6 on that block; thence, northwesterly along the rear lines of lots 6, 7 and 8 on Block 1601 and an extension of the latter to the east line of Lot 2 on Block 1604; thence, southerly and then generally northeasterly along the lines of Lots 2 and 1 on Block 1604 to the south curb of Hoffman Road; thence, easterly along that curb of Hoffman Road to a point lying in a line extended directly from the west line of Lot 1 on Block 1602; thence, northerly along that extended line and the said line of Lot 1, and then easterly along the rear line of Lot 1 and an extension of it to the west line of Lot 3 on Block 1602; thence, northerly and then southeasterly along the lines of Lot 3 to the line of Lot 15; thence, in a generally northerly direction along the rear lines of Lot 15, Lots 17 through 20 and Lots 22 through 28 on Block 1602, to the northwesterly corner of the latter lot; thence along the northerly line of Lot 28 and extending the same line to the easterly side of Main Street at a point in the westerly line of Block 1603 Lot 24; thence southerly along the westerly line of Lot 24 and along the southerly, easterly, and northerly lines and down the westerly line of the same lot to a point in range with the southerly line of Block 703.01, Lot 40; thence across Main Street and along the line of Lot 40 to the southwest corner of that Lot; thence, north along the rear line of Lot 40 to the rear line of Lot 39.01 on Block

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703.01; thence, northwest along the rear line of Lot 39.01 and then north along the west line of that lot and an extension of it to the north curb of Karrville Road; thence, westerly along that curb to the west line of Lot 18 on Block 804.02; thence, north and then east along the west and north lines of Lot 18 to the northeast corner of that lot; thence, along a line of convenience drawn directly to the southwest corner of Lot 16 on Block 804.02; thence, northerly along the west (rear) line of Lot 16 and then east along the north line of that lot and an extension of it to the east curb of Rockport Road; thence, northerly along that curb of Rockport Road to its intersection with the north line of Lot 18.02 on Block 802; thence, east, south, west and then south again along the lines of Lot 18.02 to a corner with Lots 16 and 17 on Block 802; thence, east and south along the north and east lines of Lot 16 and along an extension of that east line to the south curb of Cherry Tree Bend Road; thence, northeast along that curb to the east line of Lot 21 on Block 801; thence, south, southwest and then northwest along the lines of Lot 21 to a corner with the line of Lot 23.01 on Block 1603; thence, generally southwesterly along the rear lines of Lots 23.01, 23.02, 18, 17, 16, 15, 14, and 13 to the northeast line of Lot 12 on Block 1603; thence, southeast along the line of Lot 12 and then southwest along the lines of Lots 12 and 10 to a corner formed by Lots 6, 7 and 10 on Block 1603; thence, south from that corner along the east line of Lot 6 to the northeast line of Lot 5.05; thence, southeast along the northeast line of Lot 5.05, and then southwest along the southeast (rear) lines of Lots 5.05, 5.04, 5.03 and 5.02 to a point approximately 50 feet southwest of the intersection of the southeast (rear) lines of the latter two lots, said point lying in line with a corner in the southeastern (or eastern) line of Lot 5 in the Erie Lackawanna right of way; thence, proceeding along a line of convenience drawn to the said corner of Lot 5; thence, proceeding southeasterly and then southwesterly along the line of Lot 5 in the railroad right of way to the south corner of that lot; thence, turning at a right angle to the southeast line of Lot 5 and proceeding southeasterly in a direct line 150 feet to a point within Lot 5 on Block

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1402; thence, turning again at a right angle and proceeding southwesterly in a direct line to the northeast (rear) line of Lot 10.02 on Block 1402; thence, northerly and then southwesterly along the east and northwest lines of Lot 10.02 to the east curb of Port Murray Road; thence, generally northerly along that curb to the point of beginning at the northwestern edge of the Erie Lackawanna right of way.

Revised March 1995

UTM REFERENCES:

5 - 18 / 5 0 7 2 2 0 / 4 5 1 5 0 4 0

6 - 18 / 5 0 7 2 8 0 / 4 5 1 4 7 0 0

7 - 18 / 5 0 6 8 0 0 / 4 5 1 4 4 6 0

8 - 18 / 5 0 6 7 4 0 / 4 5 1 4 9 0 0

9 - 18 / 5 0 7 0 8 0 / 4 5 1 5 3 6 0

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Port Murray Historic District - Boundary Justification

The period of significance for the Port Murray Historic District extends from 1828 through c. 1915. Boundaries for the district have, therefore, been drawn to encompass the resources surviving from that period. For the most part, the district boundaries are defined by property lines and/or street curbs. The major exceptions to that pattern are as follows:

1. At the southern end of the district on Lot 5, Block 1402, lines of convenience have been used to enclose the site of the former Port Murray creamery; the remainder of that lot is comprised of undeveloped land and for that reason has been excluded from the district.
2. A line of convenience has been used to carry the district boundary from the rear line of Lot 5.02 on Block 1603 to the southeastern (or eastern) edge of Lot 5 in the Erie Lackawanna Railroad right of way. The area to the south of this line, included within the district, contains a stone railroad bridge/culvert, remnants of a stone-walled coal tipple, and the former site of the railroad freight house. There appear to be no significant resources along the railroad right of way to the north of this line.
3. Lines of convenience have been used at three locations to exclude from the boundaries major portions of large lots that do not contribute to the significance of the district: at Lot 4 on Block 702, between Lot 8 on Block 1601 and Lot 2 on Block 1404; at Lot 2 on Block 1602, between Lots 1 and 3 on that block; and at Lot 17 on Block 804.01, between Lots 16 and 18 on that block.

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4. Where the district boundaries cross Hoffman, Karrville, Rockport, and Cherry Tree Bend Roads, they follow lines of convenience in the form of extensions of adjacent lot lines.

The former route of the Morris Canal follows a curving course from northeast to southwest through the village of Port Murray. Because the entire length of the canal has already been listed in the National Register of Historic Places, the position of other resources has been given precedence in the definition of boundaries for the Port Murray Historic District; therefore, the district incorporates the canal route at some locations and abuts it at others.

Revised March 1995

